

for a library in each, which, no doubt, will be well supplied with interesting books. Her tonnage is 1,225 tons. The following are her dimensions: 120 feet long on deck, 50 beam, and 23 feet hold; keel white oak, two tiers deep, made in 8 pieces, 16 inches wide, and 34 inches deep, bolted together with copper bolts; stem white oak, sided 16 inches; apron live oak, sided 30 inches; night heads live oak, sided 12 inches, all fastened with large copper bolts below deck loaded line, and large iron bolts above deck loaded line. Stern post white oak, sided at head 18 inches, at keel 16 inches; inner post like oak; main and other transoms all live oak, sided 12 inches; fashion pieces and fashion pieces off live oak; being double floor timbers of white oak, 24 feet long, sided 12 to 14 inches, and molded 19 inches; first, second, and third battens white oak, sided 10 to 11 inches; fourth battens of live oak, sided 10 inches; top timbers of live oak, sided 9 to 10 inches; stanchions of locust, and sided 9 to 10 inches; 13 frames forward, and 13 frames aft; of live oak; keelsons, each end, forward and aft, of live oak; deadwood, each end, and stemson live oak; keelsons amidships, 3 tier deep, of white oak, sided 10 inches, and making from bottom of keel to top of keelson, a mass of timber 8 feet 9 inches through, all well bolted together with 1 1/2 inch bolts; keelson at floor heads of pitch pine, sided 15 inches, two streaks and two tier deep, all square, fastened to frame and to each other with inch iron and 1 1/2 inch locust treenails; bilge streaks, seven in number, 9 inches thick; lower deck clamps 8 inches thick; coiling between clamps and bilge streaks 7 inches thick, and all square fastened with 1/2 inch iron and 1 1/2 inch locust treenails, and all the outside fastenings through the same in addition to the above; coiling on flat of floor 4 inches, white oak; lower deck beams pitch pine, 18 to 20 inches sided, and 15 to 16 inches molded; lodging and boom knees of lower deck of white oak, sided 10 to 14 inches, and very large body and arms fastened with 1 1/2 inch bolts; mast partners of pitch pine, very large and double kned; stanchions in lower hold very large and each one kned to main keelson, and beams with 4 knees, all well fastened; deck breast hooks of live oak and breast hooks in hold of white oak, and very large, including wider breast hooks, which are all well fastened with a great number of large bolts; lower deck water ways of pitch pine, three tier and large, let down into ends of beams and fastened with three bolts in every timber, and frame coiling between decks of pitch pine, six inches square, fastened with iron bolts and locust treenails; breast hooks between decks very large and fastened with a great number of large iron bolts; upper deck clamps of 7 inches square, fastened with 1/2 inch iron bolts, and 1 1/2 inch locust treenails; beams of pitch pine, sided 14 to 18 inches, and molded 12 inches; lodging and boom knees of white oak, sided 7 inches; hanging knees to every beam, sided 10 to 14 inches, and are thoroughly bolted with 1 1/2 inch bolts; water ways pitch pine, and fastened to every timber and beam with 1 inch bolts; deck plank of white pine, 3 1/2 inches thick, and bolted edgewise to water ways and timbers; plankshire and rails of white oak, 6 inches thick; forecabin beams kned to frame of the ship, which run up high above forecastle deck, with oak knees; catheads banded and solid in frame of the ship, and kned to the same with large white oak knees, very heavily bolted; a very large breast hook over the bowport, and one below it, fastened with a great number of bolts; the frame, whole length of poop, is double, and each poop deck beam kned to the same with hanging knees; poop bulkhead of white oak, 4 inches thick and bolted with a great number of bolts, and kned to poop deck beam and upper deck beams, which are very large pitch pine. Such is a brief sketch of the way in which our world renowned packet ships are made. The *Joseph Walker* is now on her first voyage out.

The *Steamship* of 2,200 tons, the partner of the *Golden Gate*, is on the stocks for Howland & Aspinwall. She is 225 feet long, 40 beam, 20 hold. Her engines are to be made at the Novelty Works; they are like those of the *Golden Gate*, oscillating engines of 55 inch cylinder and 9 feet stroke.

WILLIAM H. BROWN.

The *Pacific*, a splendid steamship, was launched a few days since, her engines being in working order, and steam up. (Mr. B. had launched two boats in running order in January last.) The *Pacific* made a trial trip on Wednesday last, and proved herself all that could be anticipated, running past the British steamer *Asia*, the bragging ship of the Concord line, with perfect ease. The *P.* was built for Capt. Jarvis and others; Capt. J. will take command, and expects to get off in a few weeks. The dimensions of the vessel are: length, 230 feet; beam, 31; hold 19; tonnage 1,200. Her engine, one of the upright pattern, was built by H. R. Dunham; cylinder, 70 inches; stroke, 10 feet. The *Pacific* is said to be one of the most rapid vessels yet sent to the Western Coast.

A steamer is now under way at Mr. Brown's yard, under the superintendence and to be commanded by Capt. Dunn, late of the ship *America*. She is intended to run on the Sacramento, is 400 tons burden, 170 feet long, 26 wide and 10 1/2 hold. Her engine, built by J. F. Rodman, is now on board; it is 35 inch cylinder and 10 feet stroke. She will be launched in the course of two weeks, with steam up ready for a start.

Another steamer, for the Pacific trade, is under way; she is 215 feet long, 28 wide and 10 feet deep; burden 600 tons. J. E. Coffey is building her engine, a 42 inch cylinder with 9 feet stroke, which will be put in before she is launched, so that she, too, may go into the water with her paddles in motion.

WILLIAM COLLYER.

The *St. Lawrence*, a steamer for the Portland Steamboat Association, is just off. She is a handsome craft, 700 tons burden, 225 feet long, 28 beam, 10 1/2 hold. Her route will be from Portland to Boston, and she is well calculated to stand the rough usage of that coast. Her engine, built at the Morgan Works, is 44 inch cylinder, 11 feet stroke. We believe Capt. J. B. Coyle will command the *St. Lawrence*.

A *Steamship* is on the stocks for Morgan & Harris, intended for service between New Orleans and Brazos Santiago. Her dimensions are: burden, 1,300 tons; length, 215 feet; beam 33; hold, 16. Her engine, building at the Morgan Works, will be 56 inch cylinder and 10 feet stroke. She is an uncommonly strong vessel, will be launched, probably, in 10 days.

Two *Lighters*, of 50 tons each, are nearly completed for Thomas Hunt & Co. They are for California, and will be shipped per *Tuscan*, on the 10th of October.

THE *Freemethen*, launched a few days since, is owned by Capt. Vanderbilt, or rather by the Nicaragua Ship Canal Company. She is a fine steamer, of 2,000 tons, 210 feet long, 35 beam, and 20 hold, with a propeller deck, seven feet above the main deck. Capt. V. has superintended her construction himself, and the builder has made her a first-class vessel.

A *Steamboat* of only 100 tons, 100 feet long, 20 beam and 5 hold, intended to run on the San Juan, was launched about the 1st of July. She belongs to the Canal Company.

Another *Steamboat*, of only 65 tons, 80 feet long, 20 beam, and 4 1/2 hold, destined for the same place, was launched about the same time.

THOMAS COLLYER.

A *Steamboat*, now running to Perth Amboy, was launched near the close of June. She is 260 feet long, 35 beam, 9 hold; burden 150 tons.

The *Caribbean*, a steamship of 1,500 tons, is now under way at this yard. She is 240 feet long, 31 beam and 23 hold; she is to be commanded by Capt. J. J. Wright, formerly of the *Alabama*, and is owned mainly by him. The *Caribbean* will run with the *Alabama* between New Orleans and Chicago. Her engines, building at the Phoenix Foundry, will be 52 inch cylinder and 10 feet stroke, of the beam pattern, showing the novelty of two walking-beams, as was once in practice on a North River boat. The *Caribbean* will be launched in about two weeks.

The *Magnolia*, a light-draft steamer, intended to run on a Georgia river, is building at this yard. She is 145 feet long, 24 beam, and draws only 3 1/2 feet of water; tonnage about 500. She will have a beam engine, 32 cylinder and 10 feet stroke.

The *Jenny Lind*, a pretty little steamboat of perhaps 100 tons was launched in July or August, and is about commencing her regular trips to Harlem, as a passenger boat. As far as we are aware, this is the first complement of running after the Swedish Song Queen that our builders have indulged in.

Another *Packet-ship*, the mate of the *Samuel M. Fox*, and in all respects like her, will be built by Mr. Webb. The keel has just been laid.

The *Golden Gate*, a steamship of 2,000 tons burden, is going up for Howland & Aspinwall's Pacific Line. She will be launched in about three months. Her length is 275 feet, beam 40; hold 20; she is heavily braced, and will be finished in the most substantial manner. She is to have two oscillating engines, from the Novelty Works, of 55 inch cylinders and 9 feet stroke.

A *Chester* ship keel has been laid for Taylor & Merrill. The vessel is intended for the Canton trade, and will be of the first class for speed. She will be 180 feet long.

JACOB BELL.

The *White Squall*, a beautiful clipper ship, built by this veteran, is now on her way to China via San Francisco. She belongs to Messrs. Booth & Edgar. We have lost our memoranda of her dimensions; but we believe she measures about 1,000 tons. She has been got up with an eye to speed, and will probably make one of the quickest voyages ever performed.

The *Pioneer*, a propeller of 2,000 tons, originally intended for a packet, is now in progress. She is a strongly fastened live oak ship, now being by Spofford & Tilton, and is to run to Liverpool—and will be the first American propeller ever employed in the European trade. The *Pioneer* will be fitted up with every convenience for the comfort and accommodation of all on board. It is estimated that she will carry 2,700 tons, drawing 20 1/2 feet of water. Her fastenings will be thorough, with five keelsons running fore and aft. Her engines will be built at the West Point Foundry at Cold Spring; the cylinders are eighty-five inches in diameter, with a five-foot stroke, the whole resting on a solid foundation of at least fifty inches in depth. Her owners feel assured of her making the passage between Liverpool and New York easily in sixteen days. She will be commanded by Capt. Eldridge, late of the packet ship *Roculus*, a gentleman intimately known as a thorough commander by all in the habit of voyaging between this port and Liverpool; the propeller's paddles will have a diameter of 15 feet.

A *Steamship* keel is laid for Spofford & Tilton. The ship will measure 800 tons; length, 200 feet; beam, 33; hold, 21. She is intended to run in connection with the Southern to Charleston. The engine is to be from the Novelty Works; a side-wheel, 70-inch cylinder, 9 feet stroke. We understand that the ship will be called *The Berry* after the popular Captain of that name.

SMITH & DIMON.

The *Mandarin*, launched on the day of the publication of our last report, is a beautiful clipper ship, built for the East India trade. She is nearly 800 tons burden; length 150 feet; beam, 34; hold, 19; Goodhue & Co. believe, are the owners. She is now on her outward voyage via San Francisco.

Temperance—Father Chiequy in Vermont—

His great Success in his Labors.

Correspondence of The Tribune.

BURLINGTON, Friday, Sept. 27, 1880.

I know very well that your Canadian correspondents have given your readers some account of Father Chiequy's movements in the Temperance Reformation among our neighbors in the Canadas; and I also know your columns are always open for the discussion of this noble moral enterprise.

After this Apostle of Temperance (the second Father Mathew) had well nigh finished his great work among the French Canadians, he visited Vermont, hoping and believing that he might do good to his countrymen who reside in Burlington. He came here a few days ago, and I had the pleasure of listening to him last evening in the Irish Catholic Church. That he has performed a great and good work in Canada, all will be ready to acknowledge when they are told that, through his instrumentality, two hundred and fifty thousand persons in Canada have taken the pledge of Total Abstinence from all intoxicating drinks during the past year. This reformation was greatly needed among the French population in Canada, and no doubt the English and Scotch would not have been injured by it, even if they had taken the Pledge under his administration. Before Father Chiequy commenced his operations, the French Canadians were a very intemperate people, and wanted their substance in the frequent use of strong drinks. While their wives and daughters were hard at work in the fields, they were spending their time and hard-earned money at the little groceries and taverns on the banks of the St. Lawrence. But Father Chiequy appeared among them with a Temperance Cross, sent from Pope Pius to the Bishop of Montreal, and thousands upon thousands have taken the Pledge and become temperate, sober, industrious citizens. No human arithmetic can calculate the amount of good which this Apostle of Temperance has done to the Canadians.

The first two days after he came here, he had a hundred French Catholics hired the Cross and took the pledge, but the good man's work was not done. There are two Catholic societies here, the French and the Irish. Last evening he gave an address in English in the Irish Catholic Church, to a very large audience. I believe it was his first attempt to address the people in the English language, and he succeeded remarkably well. He recounted the pulpits with his beautiful, melodious voice, and his words were more than 35 years of age, finely formed, and a confidence bearing with virtue and intelligence. He spoke of attempting to speak in English, but his great love for the cause of Temperance was an inducement he could not well resist. Before he finished his discourse, I did not marvel at the great success which has crowned his labors in Canada, for he speaks all his faculties with the force of a great orator, and he has the same perfect, a good voice, a ready command of language, and what is better, perhaps, than these, a deep and earnest love for his peculiar work, which rivets the attention of his auditors and convinces them that he is no hypocrite in the cause which he so eloquently advocates.

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Letter from Hon. E. G. Squier—Views of the

Late Administration and the Nicaraguan Government.

BROADWAY HOTEL, N. Y. Saturday, Sept. 25.

To the Editors of The Tribune:—I am, Sir, in reply to your letter of the 21st inst., in which you inform me that you have received my letter of the 19th inst., and that you will publish it in your columns.

It is announced, and probably by authority, in the Washington correspondence of the *Courier and Enquirer* of this morning, that I have been recalled from the position of *Chargé d'Affaires* of the U. S. in Central America, to which I was appointed during the first month of Gen. Taylor's administration, and subsequently confirmed by the Senate.

This announcement is the source of no regret to me, except in so far as it may preclude the further prosecution of the Scientific investigations which I commenced in Central America, and in so far as it indicates a reversal of the wise, patriotic, and truly American policy which Gen. Taylor had adopted in that country.

Those who know Mr. Webster's sympathies anticipated such a reversal immediately upon his accession to office; and in effecting it, he has the undoubted right to select officers who will faithfully represent his views in this respect—which, I am happy to say, I do not. It only remains to be seen whether the Anglo-Websterian policy will meet the approval of the American people.

Next to a consciousness of having faithfully discharged my duty in Central America, I esteem it a just matter of pride, and I believe that circumstances warrant me in making it public, that every dispatch which I received from the Government during Gen. Taylor's administration was approved and complimentary, and I am willing to rest this approval against the disapproval implied in my recall by Mr. Webster. The following paragraphs are from dispatches of the respective dates given.

Sept. 25, 1879.—Your dispatches to No. 4, Inclosure, have been received. The President has been gratified with the intelligence and activity which they evince, for these contain the substance of the views which were entertained at the time of your appointment.

Oct. 28, 1879.—Your energy, zeal and ability are justly appreciated. I thank you for the dispatches which you have forwarded to me, and especially for the valuable information contained therein.

March, 1880.—The Treaty negotiated by you with Nicaragua, which was the great business of your mission, has been highly approved by your government, and the President has been gratified with the results of your mission.

With this full and emphatic endorsement and approval of my government, I returned to the U. S. in July, to find myself overwhelmed in the national grief which followed upon the death of our great and good President. My official contacts, therefore, ceased, and I remained in the city, waiting for the arrival of the new President, and the present Administration is in no way responsible for the policy or acts of that which preceded it.

It only remains to show how my official conduct was regarded by the governments to which I was accredited, and I cannot do this better than by introducing the following letter from the government of Nicaragua:

HOUSE OF THE GOVERNMENT.
LEON, Saturday, June 22, 1880.
To the Hon. E. G. Squier, Secy. of the Legation of the U. S. in Leon, Nicaragua.

The dignity and patriotism with which you have discharged the duties of your mission have been universally appreciated and admired by the Nicaraguan people, and the Government has been gratified with the results of your mission.

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